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USSN 10/520,259

2

**Amendments to the Claims**

Please amend claims 17 and 19, without prejudice or disclaimer, as indicated in the following Listing of Claims.

**Listing of Claims**

1. (Previously presented) A control valve arrangement for use in controlling fuel pressure within a control chamber, the control valve arrangement including a control valve member which is movable between a first position to engage a first seating in which the control chamber communicates with a source of high pressure fuel, and a second position to engage a second seating in which the control chamber communicates with a low pressure fuel drain and communication between the control chamber and the source of high pressure fuel is broken, wherein the first seating is defined by a surface of a bore provided in a valve housing within which the control valve member is movable; and a restricted flow path for restricting the rate of flow of fuel from the control chamber to the low pressure fuel drain when the control valve member is moved from the first position to the second position, wherein the restricted flow path comprises a restricted flow passage being located between the first seating and the second seating.

2. (Previously presented) A control valve arrangement as claimed in Claim 1, wherein the restricted flow path is further operable for restricting the rate of fuel flow from the high pressure fuel source to the low pressure drain when the control valve member is being moved between the second position and the first position, thereby to reduce the loss of high pressure fuel to low pressure.

3. (Previously presented) A control valve arrangement as claimed in Claim 1, wherein the restricted flow path is arranged so that fuel flow rate out of the control chamber to the low pressure drain is relatively low whereas the fuel flow rate into the control chamber is relatively high, thereby providing asymmetric control valve operation.

USSN 10/520,259

3

4. (Cancelled)

5. **(Previously presented)** A control valve arrangement as claimed in Claim 1, wherein the control valve member is movable within the bore provided in the valve housing and wherein an insert is arranged within the bore in the valve housing to define the first seating.

6. **(Previously presented)** A control valve arrangement as claimed in Claim 1, wherein the second seating is defined by surface of the bore provided in the valve housing.

7. (Cancelled)

8. **(Withdrawn)** A control valve arrangement as claimed in Claim 1, wherein the control valve member is shaped such that the restricted flow passage is defined, in part, by a control flat provided on the outer surface of the control valve member.

9. (Cancelled)

10. **(Previously presented)** A control valve arrangement as claimed in Claim 1, wherein the restricted flow path is arranged upstream of the first seating and downstream of the second seating.

11. **(Withdrawn)** A control valve arrangement as claimed in Claim 1, wherein the restricted flow path is arranged downstream of the first seating, between the first seating and the low pressure drain.

12. **(Previously presented)** A control valve arrangement as claimed in Claim 1, wherein the restricted flow path is defined by an orifice provided in the control valve member.

USSN 10/520,259

4

13. **(Withdrawn)** A control valve arrangement as claimed in Claim 1, wherein the control valve arrangement includes a by pass flow path arranged within the control chamber (30).

14. **(Withdrawn)** A control valve arrangement as claimed in Claim 13, wherein the by pass flow path is provided with a plate valve arrangement including a plate valve member provided with a control orifice extending therethrough.

15. **(Withdrawn)** A control valve arrangement as claimed in Claim 14, wherein a wall of the control chamber defines a plate valve seating, whereby the plate valve member is moveable against the plate valve seating by means of fuel pressure within the control chamber, so as to ensure the flow of fuel from the control chamber passes through the control orifice when the plate valve member is engaged with the plate valve seating.

16. **(Withdrawn)** A control valve arrangement as claimed in Claim 15, wherein the control chamber is shaped to define a by pass flow passage around the plate valve member, whereby a substantially unrestricted flow of fuel can enter the control chamber when the plate valve member is urged away from the plate valve seating.

17. **(Currently amended)** A fuel injector for use in delivering fuel to an internal combustion engine, the fuel injector comprising a valve needle which is engageable with a valve needle seating, in use, to control fuel delivery through an outlet opening, a surface associated with the valve needle being exposed to fuel pressure within a control chamber, and a control valve arrangement ~~as claimed in Claim 1~~ for controlling fuel pressure within the control chamber, the valve arrangement including a control valve member which is movable between a first position to engage a first seating in which the control chamber communicates with a source of high pressure fuel, and a second position to engage a second seating in which the control chamber communicates with a low pressure fuel drain and communication between the control chamber and the source of high pressure fuel is broken, wherein the first seating is defined by a surface of a bore provided in a valve housing within which the control valve member is movable;

USSN 10/520,259

5

and a restricted flow path for restricting the rate of flow of fuel from the control chamber to the low pressure fuel drain when the control valve member is moved from the first position to the second position, wherein the restricted flow path comprises a restricted flow passage being located between the first seating and the second seating:

18. (Cancelled)

19. (Currently amended) A fuel injection system for an internal combustion engine comprising a fuel injector ~~as claimed in Claim 17~~ for use in delivering fuel to an internal combustion engine, the fuel injector comprising a valve needle which is engageable with a valve needle seating, in use, to control fuel delivery through an outlet opening, a surface associated with the valve needle being exposed to fuel pressure within a control chamber, and a control valve arrangement as claimed in Claim 1 for controlling fuel pressure within the control chamber.